

# **BookletChart<sup>TM</sup>**

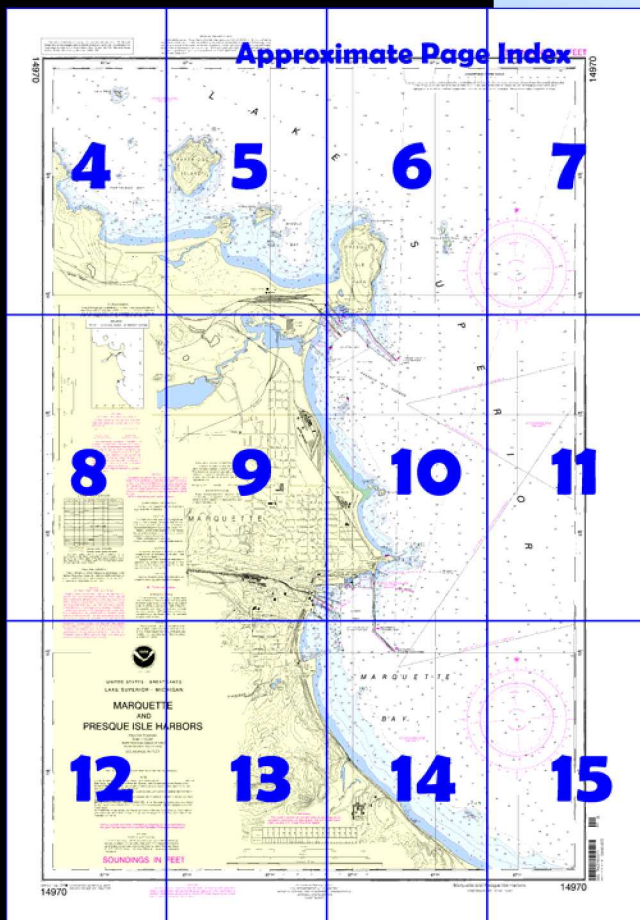
## **Marquette and Presque Isle Harbors**

(NOAA Chart 14970)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

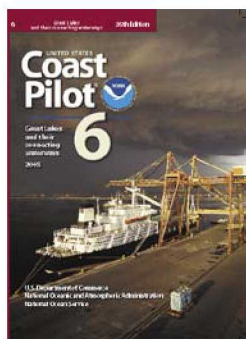
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 6, Chapter 13 excerpts]

(101) **Au Train Bay** is the bight between Au Train Point and **Au Train Island**, 5 miles W. Au Train Island is 1.1 miles N of the mainland point that forms the W side of the bay. A shoal, with a depth of 10 feet near the outer end, extends 1.3 miles NE from the point. Around the remainder of Au Train Bay, deep water is within 0.5 mile of shore. Shoals with depths of 18 and 11 feet near the outer edges extend 1.2 miles N and 0.6 mile W from Au Train Island, respectively.

(102) **Shelter Bay** is the bight between Au Train Island and the mainland shore 2.1 miles W. A 17-foot shoal is in the middle of the bay, 0.9 mile W of Au Train Island. The W shore of the bay is bluff and has deep water within 0.2 to 0.6 mile.

(103) From Shelter Bay, the shore becomes low and rocky for 2 miles NW to **Laughing Fish Point** 46°32.0'N., 87°01.2'W., 11.7 miles NW of

**Au Train Point**. From **Laughing Fish Point**, the shoreline continues low and rocky and trends SW for 5 miles to the mouth of **Sand River**, thence W for 12 miles to the mouth of **Chocolay River**, and thence become bluff again for 3 miles NW to **Lighthouse Point**. **Shot Point**, 3 miles W of Sand River, juts 1 mile N into the lake. Shoals extend 1 mile N in the vicinity of Laughing Fish Point and at Shot Point. Otherwise, deep water is within 0.7 mile of shore in this stretch. A group of rocks awash, marked by a buoy, is near the outer edge of the shoal border 0.8 mile NW of the mouth of Chocolay River. **Marquette Bay** is the bight formed between the mouth of Chocolay River and Lighthouse Point.

(105) **Marquette Harbor**, also known as **Marquette Lower Harbor**, is on the NW side of Marquette Bay, about 35 miles W of Grand Island Harbor, the nearest safe harbor to the E. The town of **Marquette, Mich.**, fronts on the harbor and is a base for commercial fishermen. Coal and caustic soda are received in the harbor.

(107) **Marquette Light** (46°32.8'N., 87°22.6'W.), 77 feet above the water, is shown from a red square tower on a dwelling on Lighthouse Point.

(114) **Marquette Coast Guard Station** is on the NE side of the harbor basin at the inner end of the breakwater.

(117) Mooring to the breakwater is prohibited. Limited emergency mooring is available at the inner end of the northernmost dock ruins in the NW corner of the harbor. Gasoline, water, electricity, and ice are available. Repairs are available at a 50-ton marine railway at the N end of the basin.

(118) From Lighthouse Point, the shore is low and rocky for 2 miles N to Presque Isle Harbor. A shoal bank, with bare rocks near the outer end, extends 0.25 mile E from Lighthouse Point. A rock awash is 150 feet E of the point. The NE edge of the shoal bank is marked by a buoy. **Picnic Rocks**, a group of small rock islands, is 0.7 mile N of Marquette Light. A stack 0.3 mile SW and a chimney 0.9 mile NW of Picnic Rocks are prominent.

(119) **Presque Isle Harbor**, also known as **Marquette Upper Harbor** or as **North Harbor**, is an indentation in the shore N of Marquette Harbor protected on the N side by Presque Isle Point. The two northernmost stacks of the powerplant on the W shore of the harbor are prominent.

(120) **Presque Isle Harbor Breakwater Light** (46°34.5'N., 87°22.5'W.), 56 feet above the water, is shown from a white cylindrical tower on a white octagonal building on the outer end of the breakwater that encloses the harbor; a fog signal is at the light.

(124) A small-craft basin developed by the Michigan State Waterways Commission is NE of the merchandise dock. In 1978, the basin had reported depths of 5 to 6 feet. Transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out facilities, launching ramps, and harbormaster services are available. The harbormaster monitors VHF-FM channels 16 and 9.

(125) **Presque Isle Point** (46°35.6'N., 87°22.8'W.) is the N point of the peninsula occupied by Presque Isle Park. The E side of the point is deep-to, but the shoal border increases in width S to the outer end of Presque Isle Harbor breakwater. **Presque Isle Point Rocks**, a group of rock islets, are 0.7 mile E of Presque Isle Point. A pinnacle rock covered 10 feet is 0.2 mile E of the rocks. Vessels rounding Presque Isle Point bound to or from Marquette Harbor should keep well outside these rocks. A red sector on the light on the outer end of Marquette Harbor breakwater marks these dangers.

(126) From Presque Isle Point NW for about 22 miles to Big Bay Point, the shore is generally bold. **Little Presque Isle (Granite Point)**

(46°38.3'N., 87°27.5'W.) is about 5.9 miles NW of Presque Isle Point. The SE half of the bight between these points is somewhat foul with shoals and small islands. **Partridge Island**, largest in the group, is over 200 feet high. **Middle Bay** and **Partridge Bay** are SE and W of the island, respectively. Caution is advised in navigating these bays. The most dangerous spot, covered 2 feet, is in the center of Partridge Bay 0.5 mile W of Partridge Island. **Larus Island**, 0.8 mile NW of Partridge Island, is the northwesternmost of the group. From Larus Island NW to Granite Point, the shores of the bight are fairly deep-to.

# Table of Selected Chart Notes

## Pump-out facilities

Corrected through NM Aug. 28/04  
Corrected through LNM Aug. 17/04

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
 (Accurate location)    (Approximate location)

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Marquette, MI	KIG-66	162.44 MHz
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### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

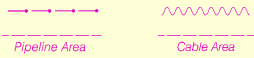
### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.554" southward and 0.779" westward to agree with this chart.

### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

### NOTE A

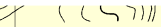
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

 **WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

### CAUTION POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

### SOURCE DIAGRAM

Most of the hydrography identified by the letter "T" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**AUTHORITIES:** Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

**SAILING DIRECTIONS:** Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

**AIDS TO NAVIGATION:** Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**PLANE OF REFERENCE OF THIS CHART** (Low Water Datum).....601.1 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

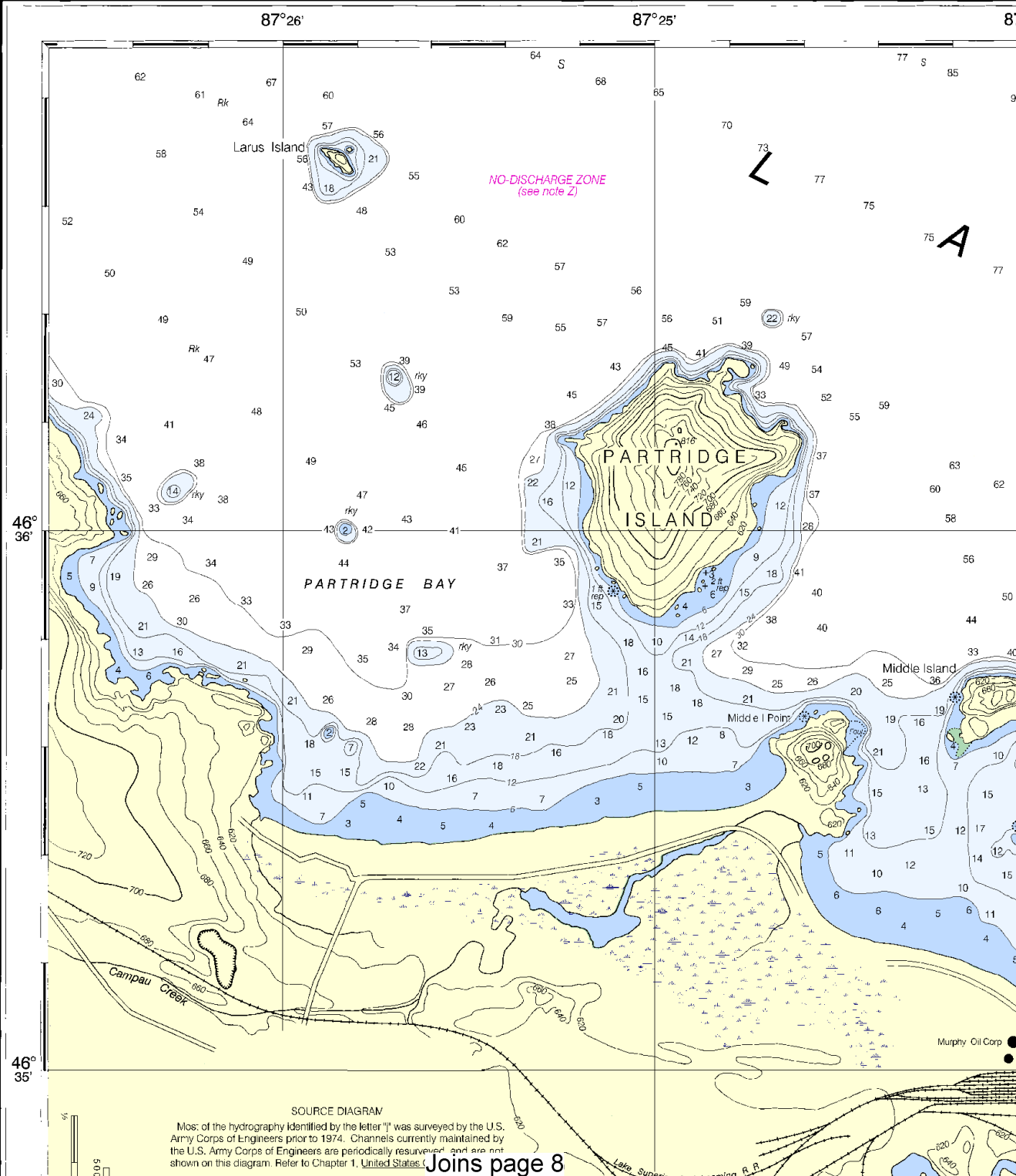
**SYMBOLS AND ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1

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# PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, help@OceanGrafix.com.

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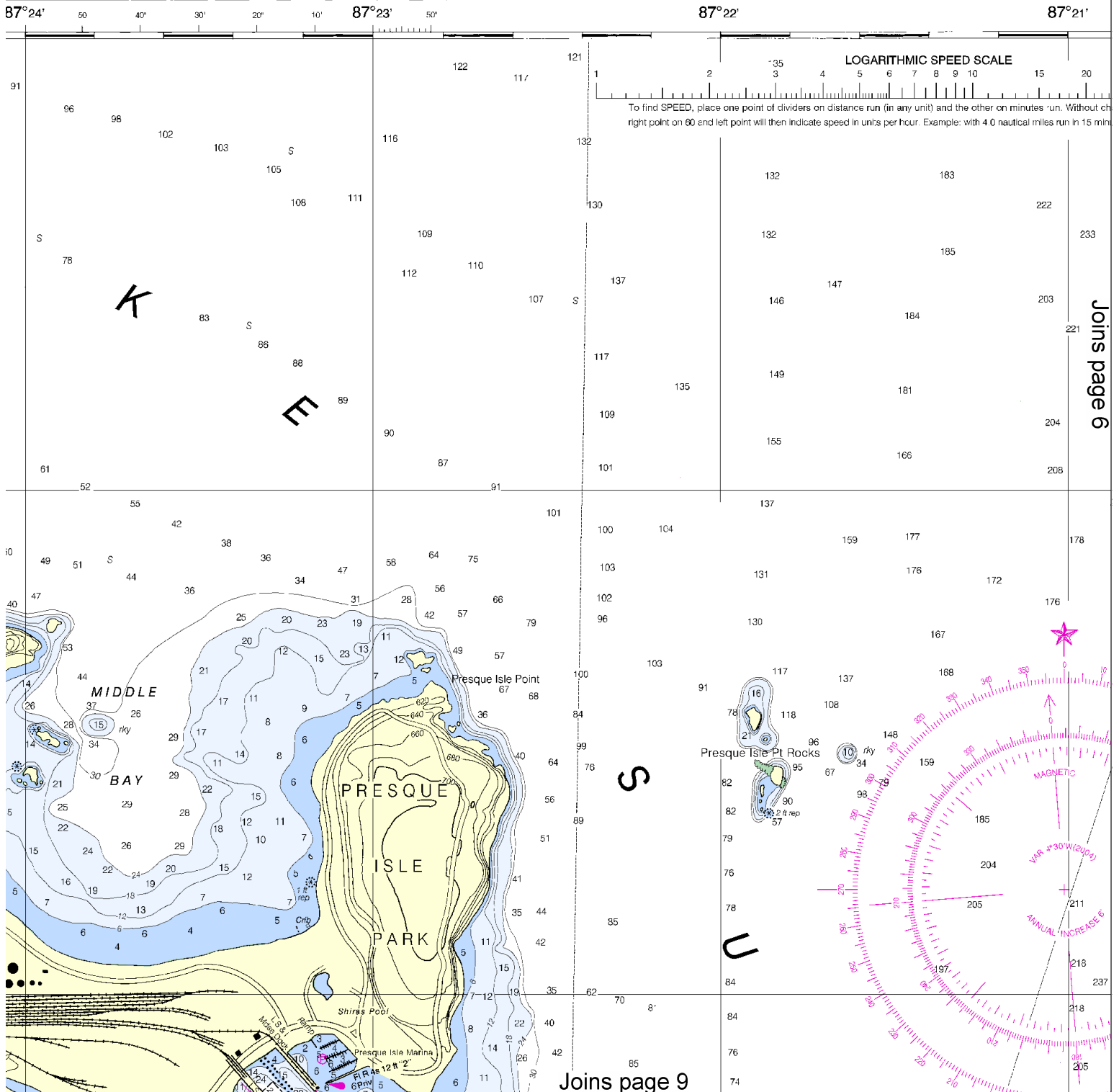
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.







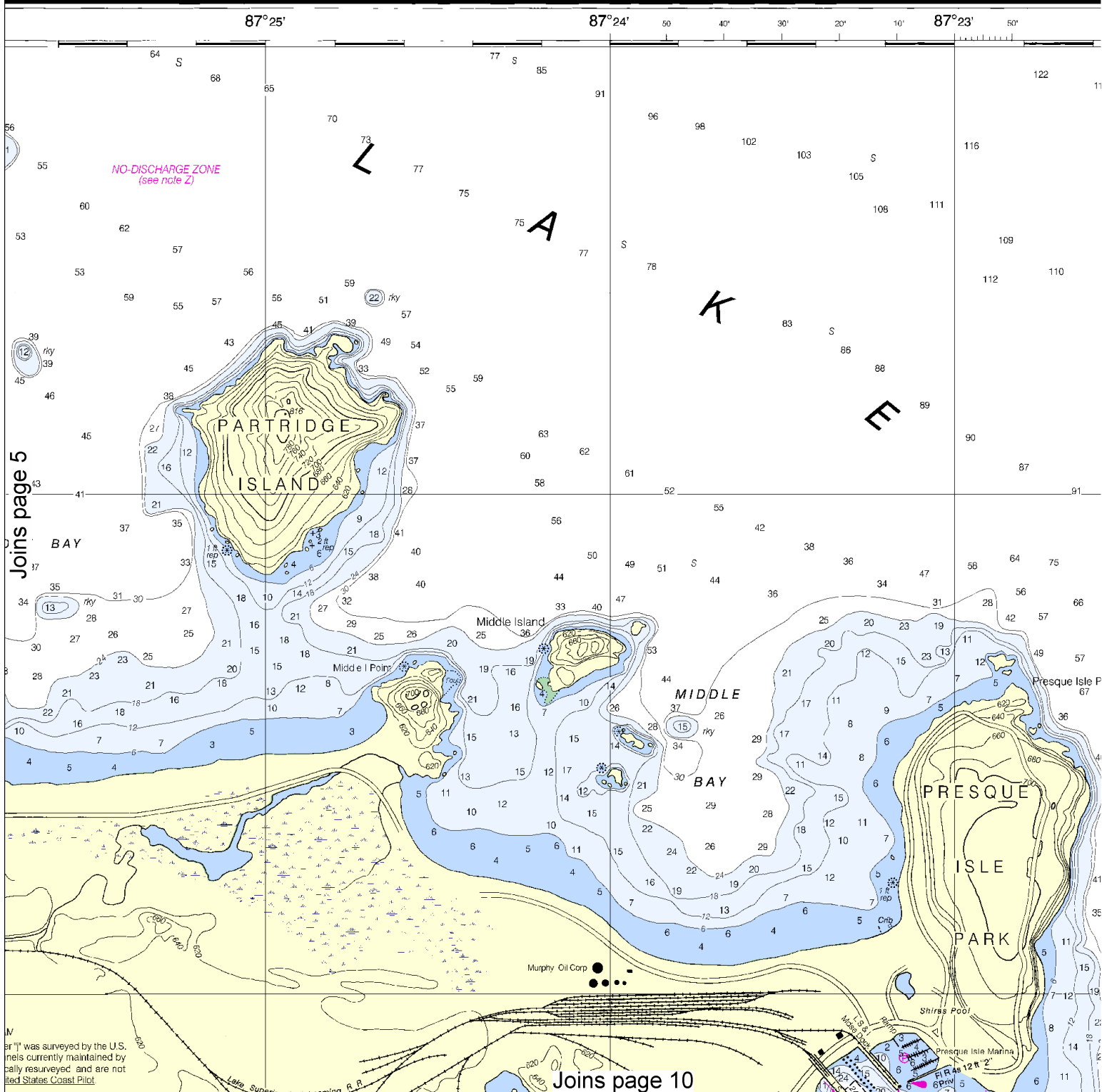
This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:20000. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

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Formerly LS 935, 1st Ed., 1960 KAPP 1527

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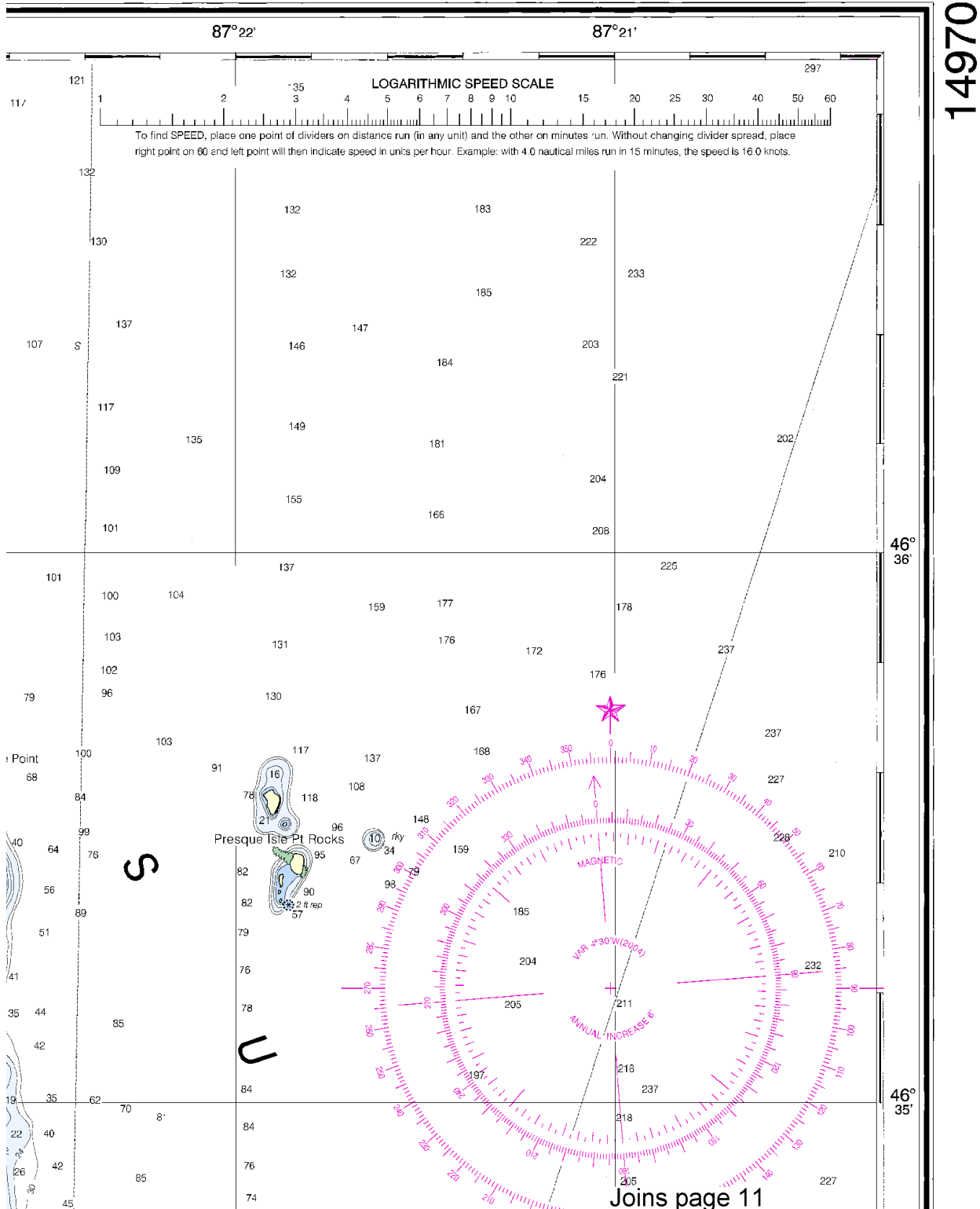
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SCALE 1:15,000  
Nautical Miles

See Note on page 5.



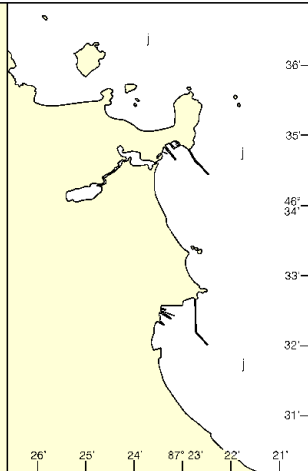
# SOUNDINGS IN FEET



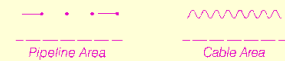
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

the U.S. Army Corps of Engineers and are not shown on this diagram. **Joins page 4**

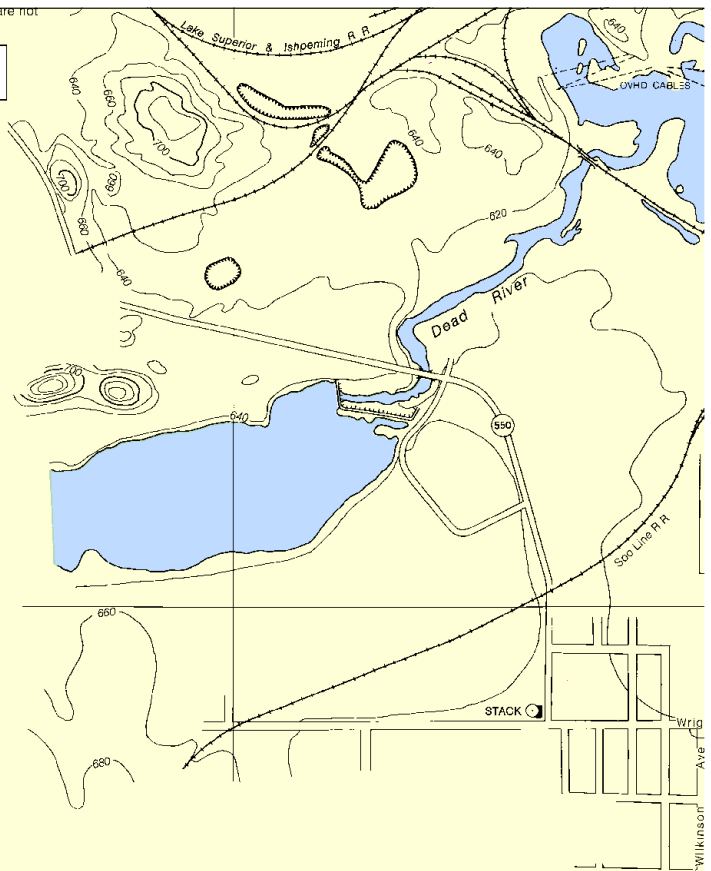
**SOURCE**  
Pre-1974 Lake Survey Surveys partial bottom coverage



**CAUTION**  
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**NOTE A**  
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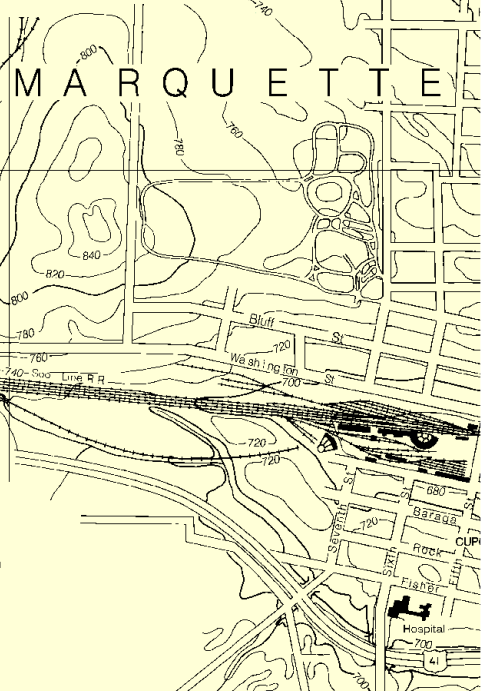
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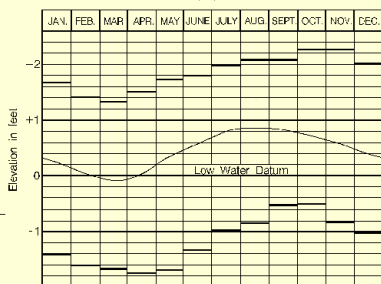
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Ⓢ Pump-out facilities

**HORIZONTAL DATUM**  
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### LAKE SUPERIOR



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

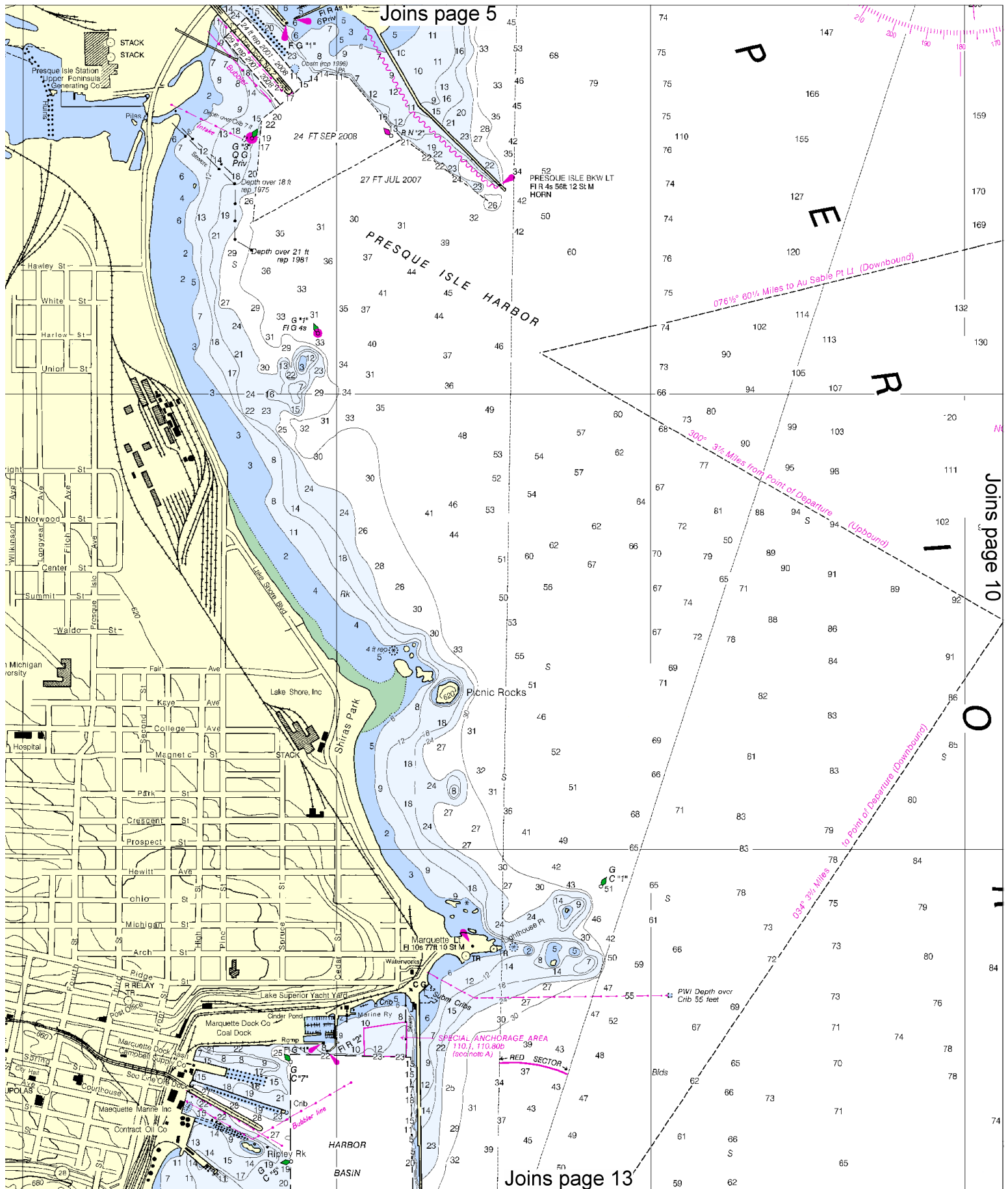
See Note on page 5.



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NOTE A

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### CAUTION

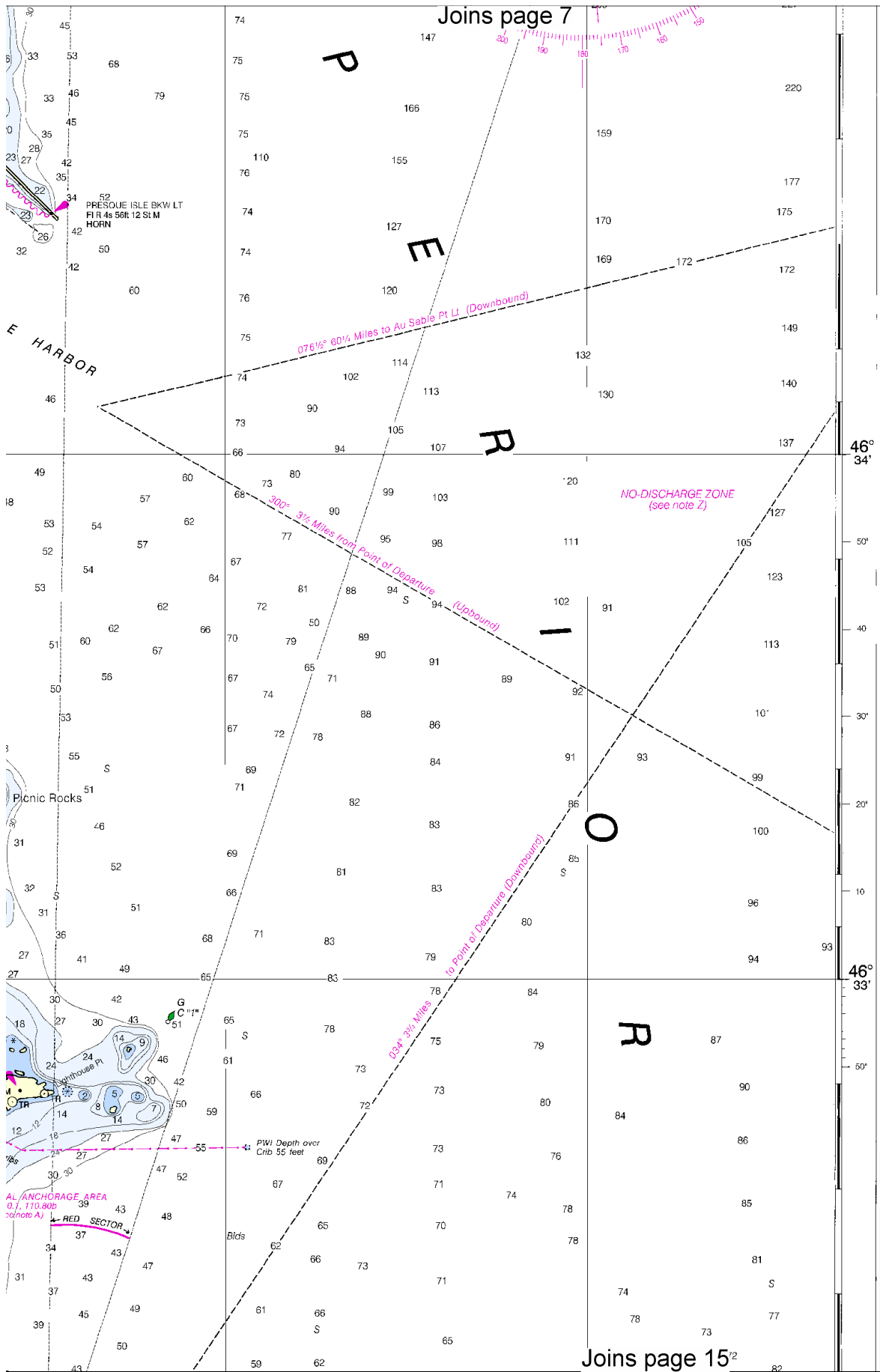
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Joins page 14

See Note on page 5.



anchored, or docked within a NDZ must be disabled to prevent the overboard discharge of oil (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

Joins page 8

to agree with this chart.

#### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.



UNITED STATES - GREAT LAKES  
LAKE SUPERIOR - MICHIGAN

# MARQUETTE AND PRESQUE ISLE HARBORS

Polyconic Projection  
Scale 1:15,000  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

#### NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....601.1 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).  
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.  
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.  
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.  
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.  
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

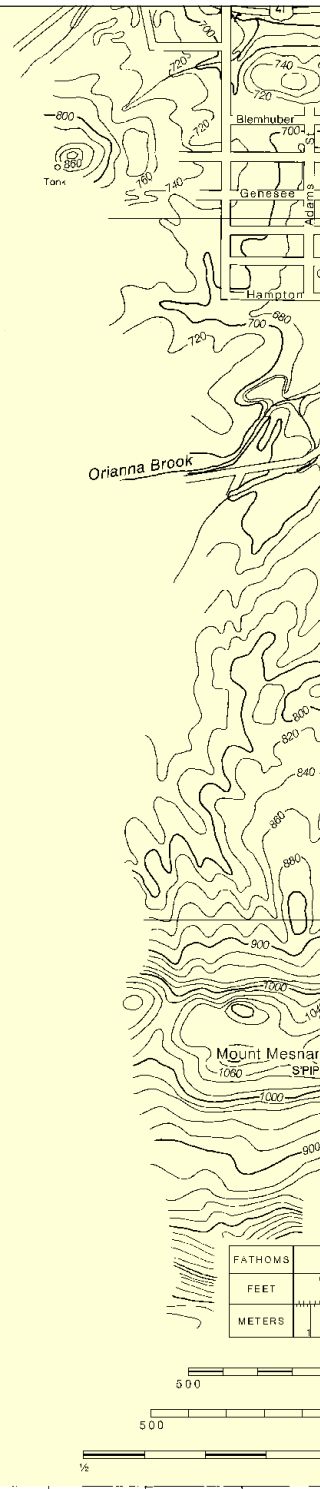
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#### CAUTION

##### POTABLE WATER INTAKE

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SOUNDINGS IN FEET



46°  
32'

46°  
31'

87°26'

87°25'

87°

26th Ed., Aug. /04 ■ Corrected through NM Aug. 28/04  
Corrected through LNM Aug. 17/04

14970

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

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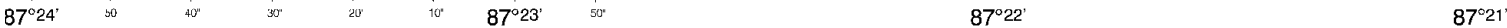
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.







Marquette and Presque Isle Harbors  
SOUNDINGS IN FEET - SCALE 1:15,000

To agree with this chart.

#### CAUTION

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STATES - GREAT LAKES  
UPERIOR - MICHIGAN

# MARQUETTE AND E ISLE HARBORS

Polyconic Projection  
Scale 1:15,000  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

ing can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

#### NOTES

HART (Low Water Datum).....601.1 ft.  
uski, Quebec, International Great Lakes Datum (1985),  
sailing courses are true and distances given thereon are in  
ature.  
S: Coast Guard Light List for supplemental information

for complete list of symbols and abbreviations see Chart

EARANCES. When the water surface is above Low Water  
earances are reduced correspondingly. For clearances see U.S.

and Topography by the National Ocean Service, Coast Survey,  
Corps of Engineers, Geological Survey, U.S. Coast Guard, and

imits indicated in magenta are recommended by  
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#### CAUTION

##### POTABLE WATER INTAKE

g in fresh water lakes or rivers shall not discharge  
r bilge water within such areas adjacent to domestic  
designated by the Commissioner of Food and Drugs  
onsult U.S. Coast Pilot 6 for important supplemental

DINGS IN FEET

87°25'

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

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NATIONAL OCEAN SERVICE  
COAST SURVEY

# 14

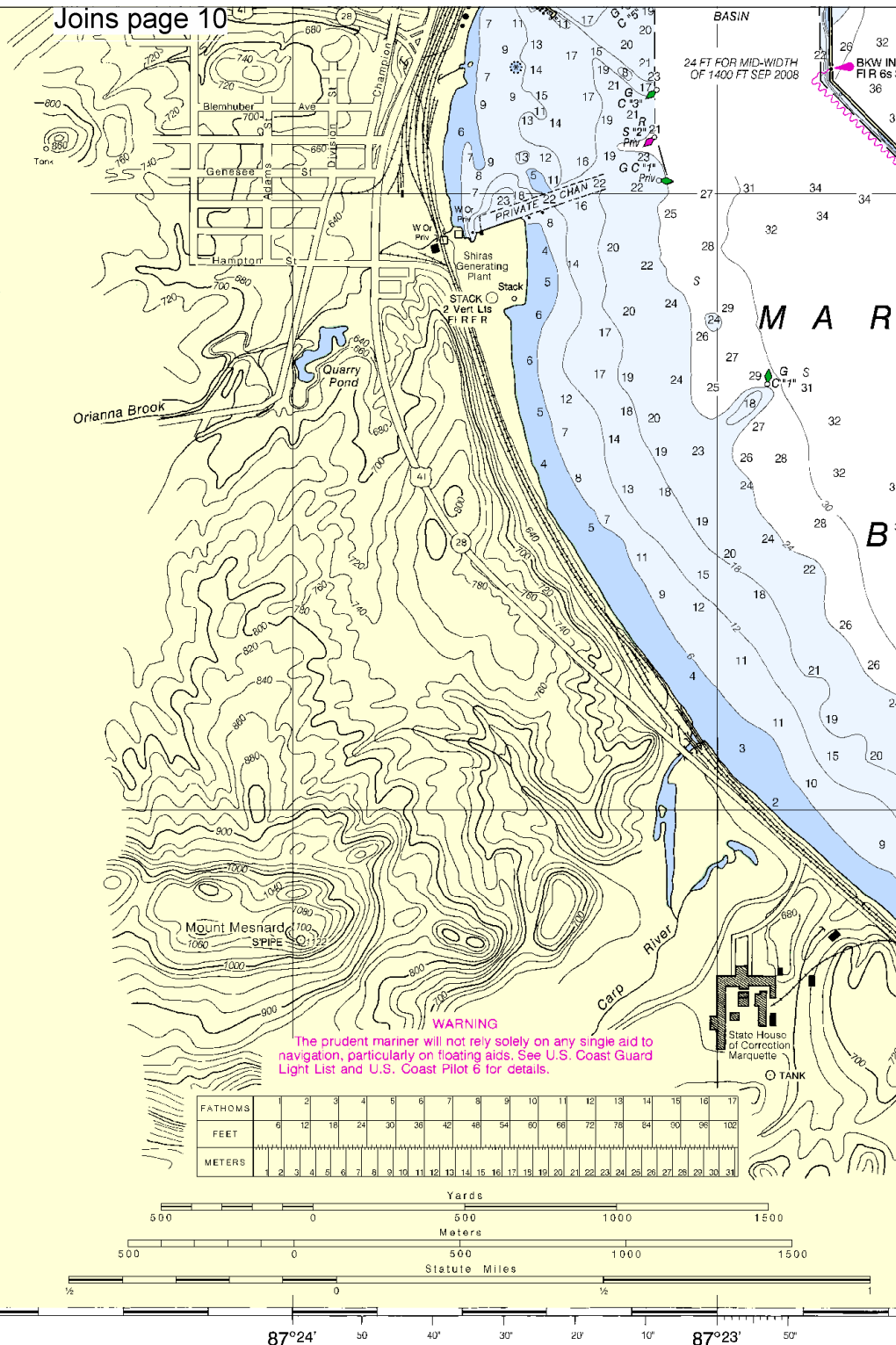


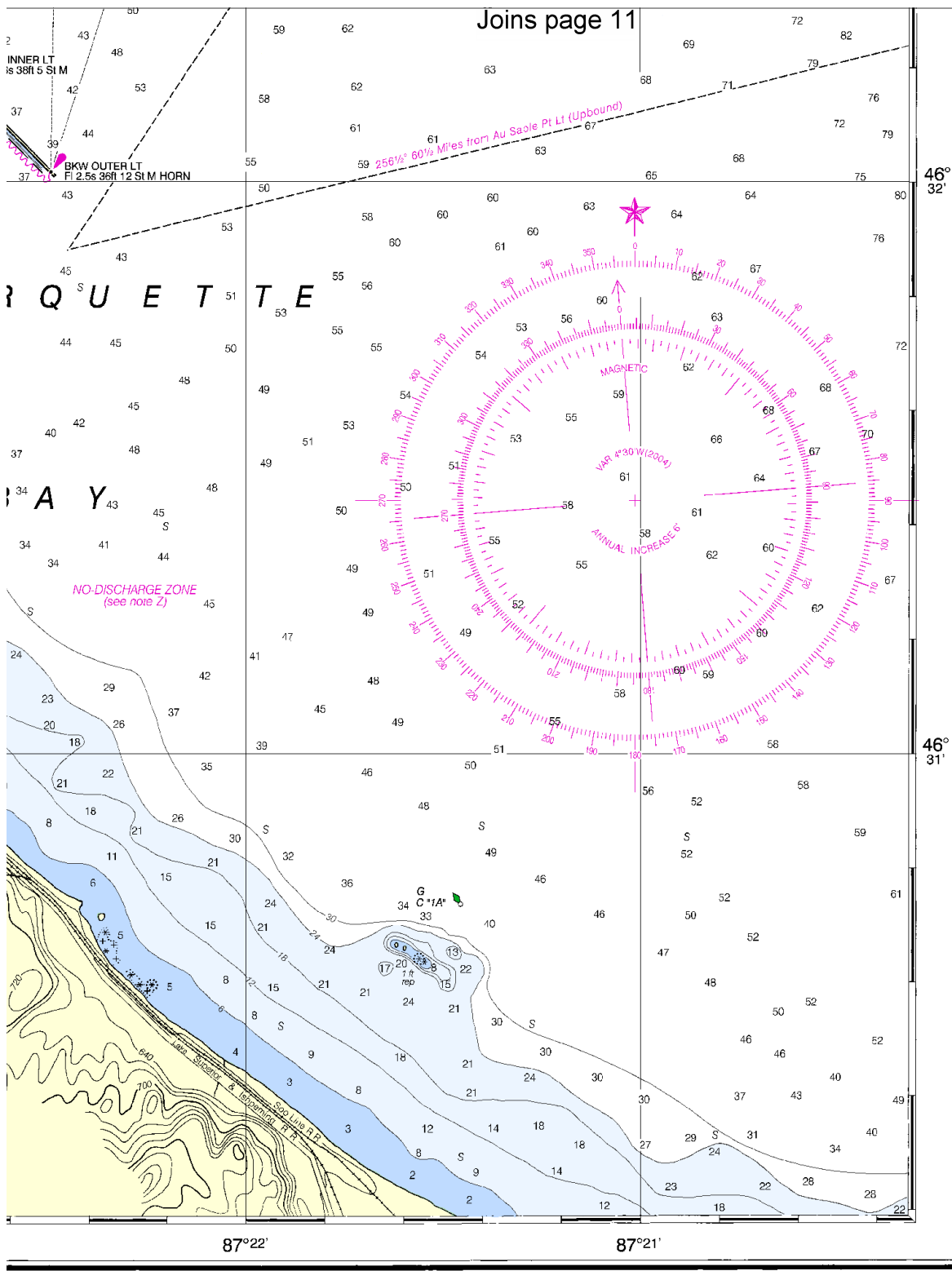
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.

Yards  
500 0 500 1000 1500





Marquette and Presque Isle Harbors  
SOUNDINGS IN FEET - SCALE 1:15,000

14970



ED. NO. 26



NSN 7642014010711  
NGA REFERENCE NO. 14XHA14970



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (RCC)** – 216-902-6117

**Coast Guard S & R (Sault Ste Marie)** – 906-635-3230

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).